

The foregoing figures are expressed as percentages in the following table :—

Year ended 31st March,			Great Britain.	United States of America or Canada.	Other Countries.	Total Registrations.
<i>Motor-cars.</i>						
1927	..	..	13	83	4	100
1928	..	..	17	81	2	100
1929	..	..	15	84	1	100
1930	..	..	17	82	1	100
1931	..	..	26	73	1	100
1932	..	..	42	57	1	100
1933	..	..	60	39	1	100
1934	..	..	56	43	1	100
1935	..	..	47	52	1	100
1936	..	..	48	52	..	100
Totals	..	..	30	69	1	100
<i>Commercial Vehicles.</i>						
1927	..	..	14	86	..	100
1928	..	..	16	84	..	100
1929	..	..	14	86	..	100
1930	..	..	9	91	..	100
1931	..	..	11	89	..	100
1932	..	..	22	78	..	100
1933	..	..	37	63	..	100
1934	..	..	39	61	..	100
1935	..	..	31	69	..	100
1936	..	..	29	71	..	100
Totals	..	..	21	79	..	100
<i>Motor-cycles.</i>						
1927	..	..	70	30	..	100
1928	..	..	76	24	..	100
1929	..	..	80	20	..	100
1930	..	..	81	19	..	100
1931	..	..	82	18	..	100
1932	..	..	76	24	..	100
1933	..	..	73	26	1	100
1934	..	..	73	26	1	100
1935	..	..	75	24	1	100
1936	..	..	78	20	2	100
Totals	..	..	76	23	1	100

The motor-cars show a steady growth of the share obtained by Great Britain up till the depression year 1933, when 60 per cent. came from that source, and then a drop following upon the improving economic conditions.

The same trend is noticeable in the case of the commercial vehicles ; in this case, however, Great Britain's share is now less than half that of the United States of America and Canada. It should be noted that the figures from "Other countries" have been omitted from the percentage table ; this is because practically all of the figures under that heading refer to trailers, 1,121 of the 1,145 vehicles under this heading last year being for trailers.

In the motor-cycle field the British entry continues to predominate. Interesting features are the slight swing-over to American machines during the depression years, probably due to firms using powerful American motor-cycles as delivery-vehicles in lieu of light vans, and the increased entry of other countries into the New Zealand motor-cycle market. Of the 38 registered last year, 29 were of one make from Germany.